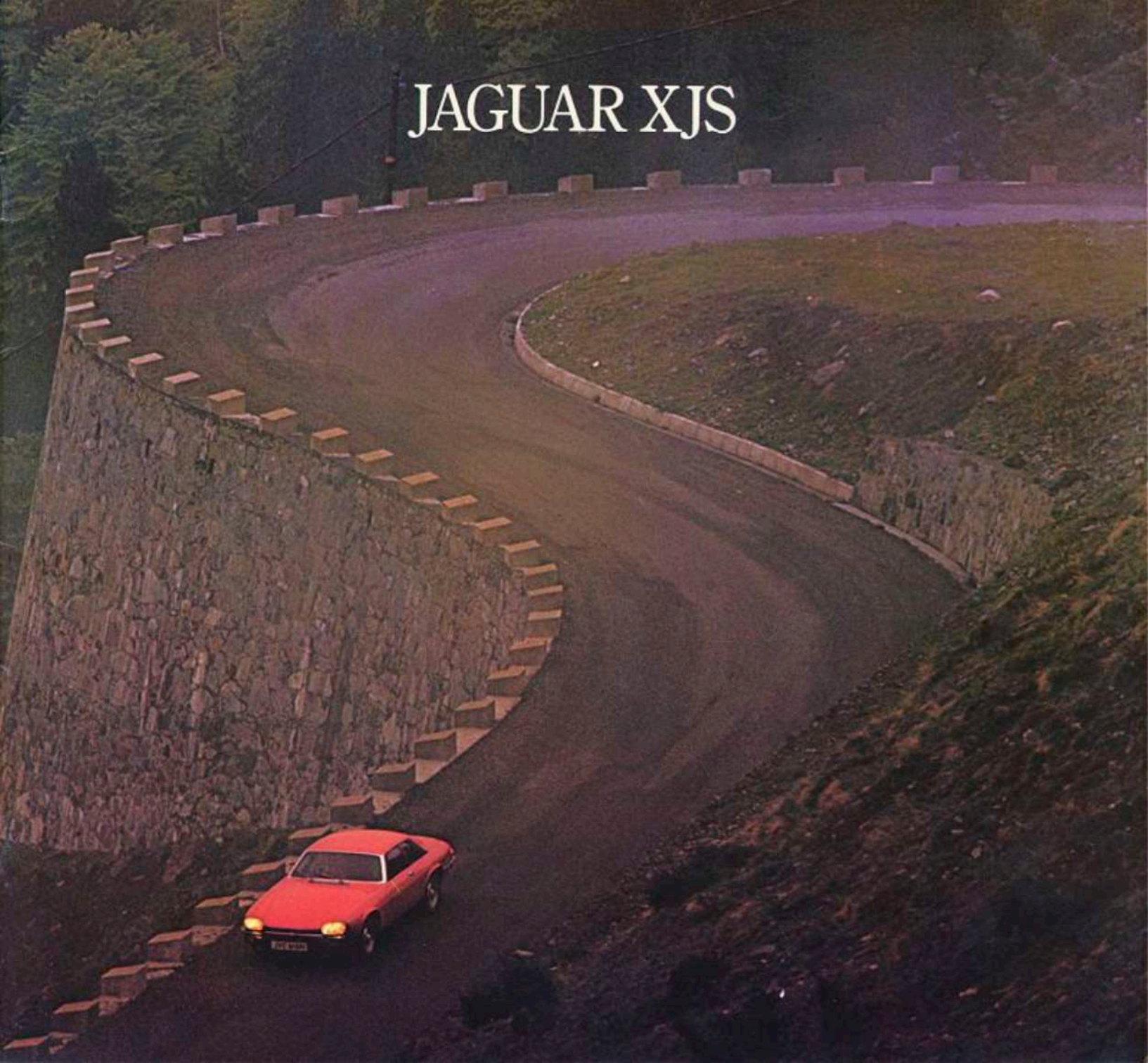
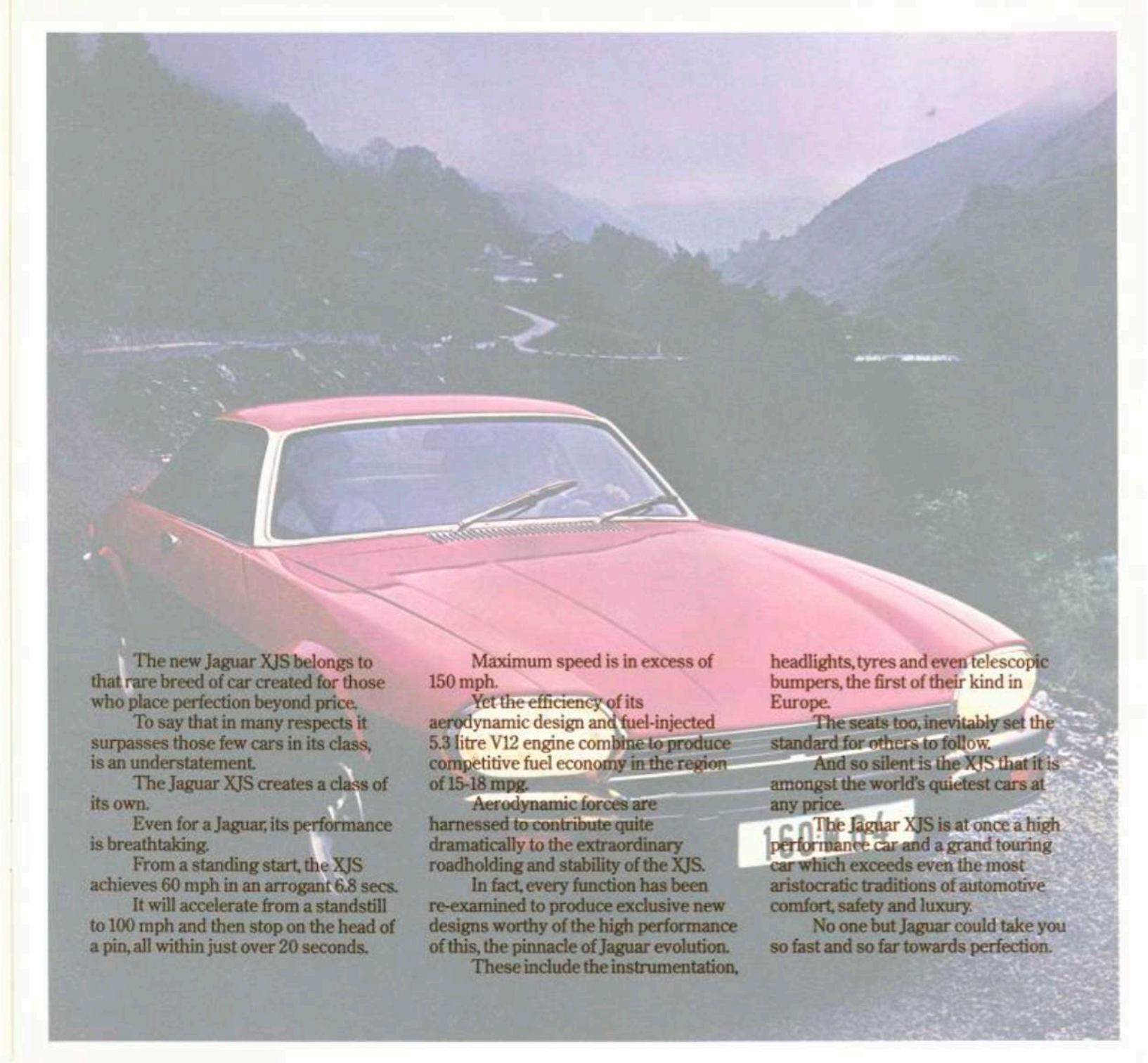


JAGUAR XJS





A red Jaguar XJS is shown from a front-three-quarter perspective, driving on a winding road through a mountainous landscape. The car is the central focus, with its sleek lines and distinctive headlights visible. The background features rolling hills and a winding road that disappears into the distance under a hazy sky.

The new Jaguar XJS belongs to that rare breed of car created for those who place perfection beyond price.

To say that in many respects it surpasses those few cars in its class, is an understatement.

The Jaguar XJS creates a class of its own.

Even for a Jaguar, its performance is breathtaking.

From a standing start, the XJS achieves 60 mph in an arrogant 6.8 secs.

It will accelerate from a standstill to 100 mph and then stop on the head of a pin, all within just over 20 seconds.

Maximum speed is in excess of 150 mph.

Yet the efficiency of its aerodynamic design and fuel-injected 5.3 litre V12 engine combine to produce competitive fuel economy in the region of 15-18 mpg.

Aerodynamic forces are harnessed to contribute quite dramatically to the extraordinary roadholding and stability of the XJS.

In fact, every function has been re-examined to produce exclusive new designs worthy of the high performance of this, the pinnacle of Jaguar evolution.

These include the instrumentation,

headlights, tyres and even telescopic bumpers, the first of their kind in Europe.

The seats too, inevitably set the standard for others to follow.

And so silent is the XJS that it is amongst the world's quietest cars at any price.

The Jaguar XJS is at once a high performance car and a grand touring car which exceeds even the most aristocratic traditions of automotive comfort, safety and luxury.

No one but Jaguar could take you so fast and so far towards perfection.









The aerodynamic profile of the Jaguar XJS owes much to the flair of the late Malcolm Sayer, whose work was so successful on the famous sports racing Jaguars.

The airflow pattern has been specifically designed not merely to reduce drag, but to harness the aerodynamic forces to increase stability and hold the car down firmly on the road at high speeds.

New independent suspension

marries new uprated anti-roll bars at front and rear, with a highly developed damper system at the rear.

The XJS handles sharp corners, bumpy roads and motorways in a way that no other car can match.

Whilst the precise accuracy of the power assisted steering geometry is perfectly matched to fast new Dunlop SP Super Sports tyres.

Ask them a serious question on wet roads and they respond confidently. Yet they also offer an uncom-

plaining low rate of wear at continual high speeds.

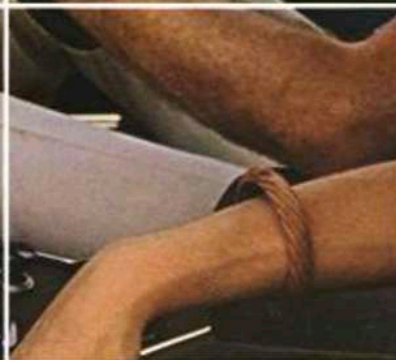
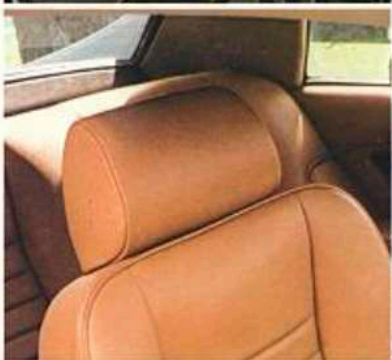
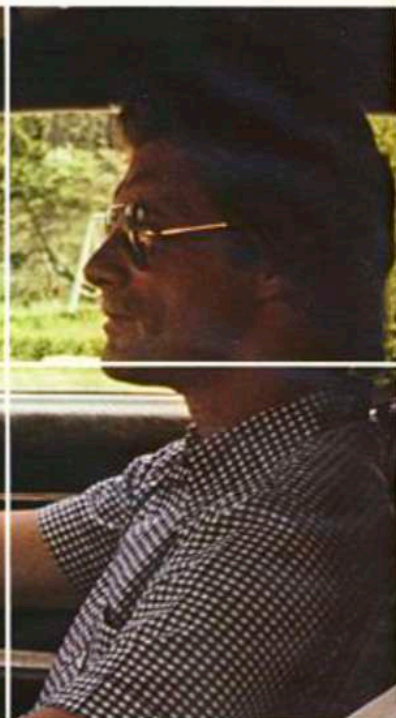
Also developed for the XJS are the powerful new quartz halogen biode headlamps.

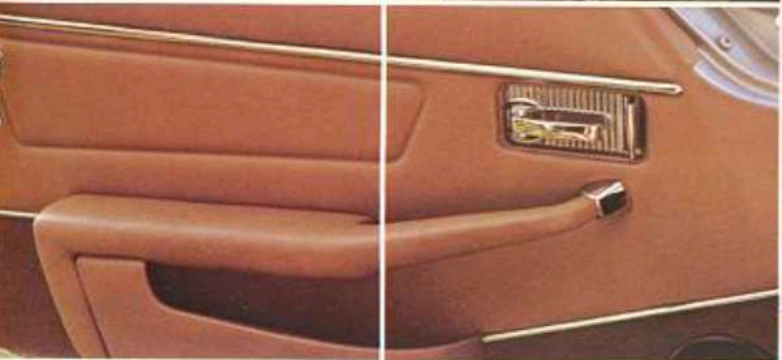
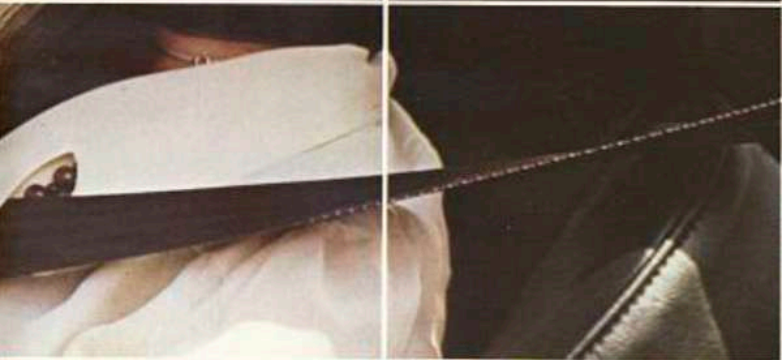
Designed specially by Cibie, they employ a system of auxiliary prisms and an outer lens to pierce the night far ahead with a spread of light that is both wide and long, for confident driving at high speeds.

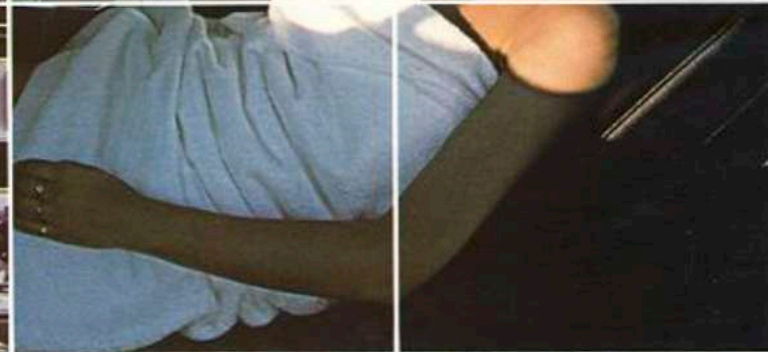
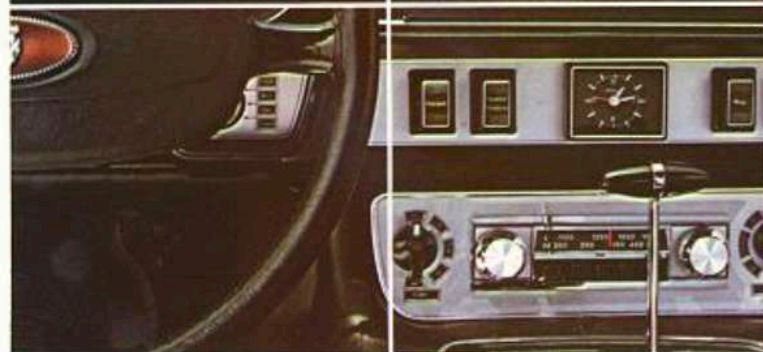
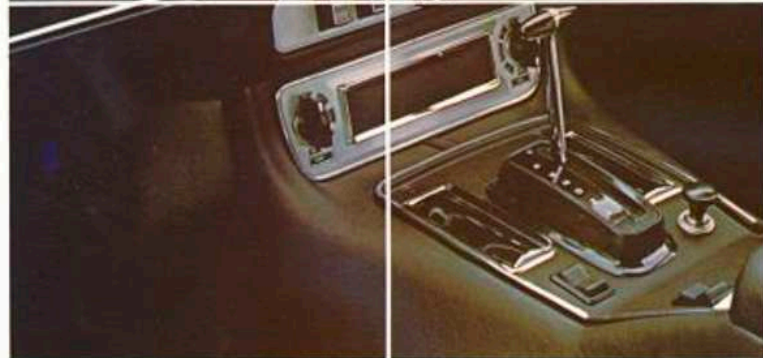
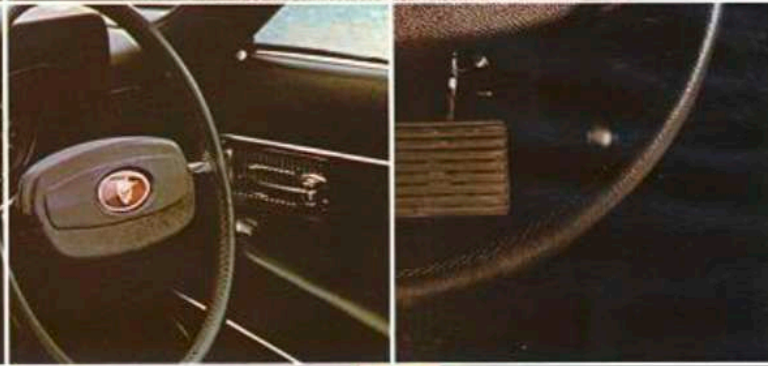
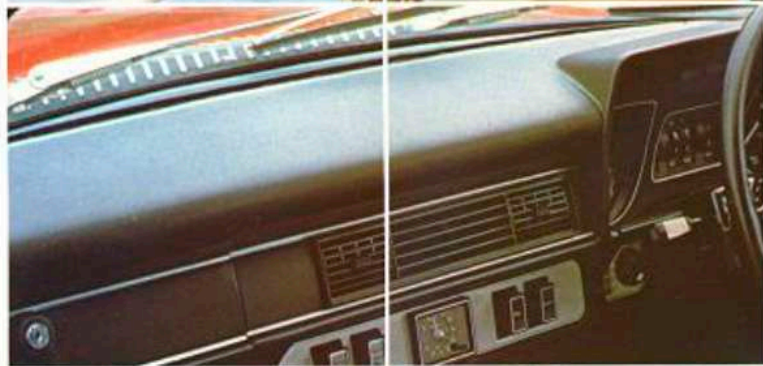
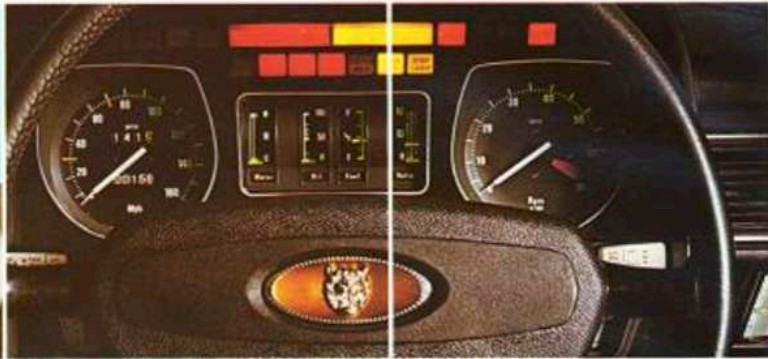
They too, are the first of their kind in the world.











The high peaks of performance which distinguish the Jaguar XJS are rivalled only by the depth of comfort and refinement throughout its interior.

Ergonomic.

All four seats are of a new ergonomic design which contains you within its outer contours. The two front seats are fully adjustable and reclining.

The steering column too, is adjustable for your comfort.

And whatever temperature you select is maintained automatically by the air conditioning within the XJS, regardless of the climate outside.

Yet the air at face level remains at a lower temperature, to prevent stuffiness and promote a cool head for fast driving.

The doors can be locked by a single central switch on the driver's console.

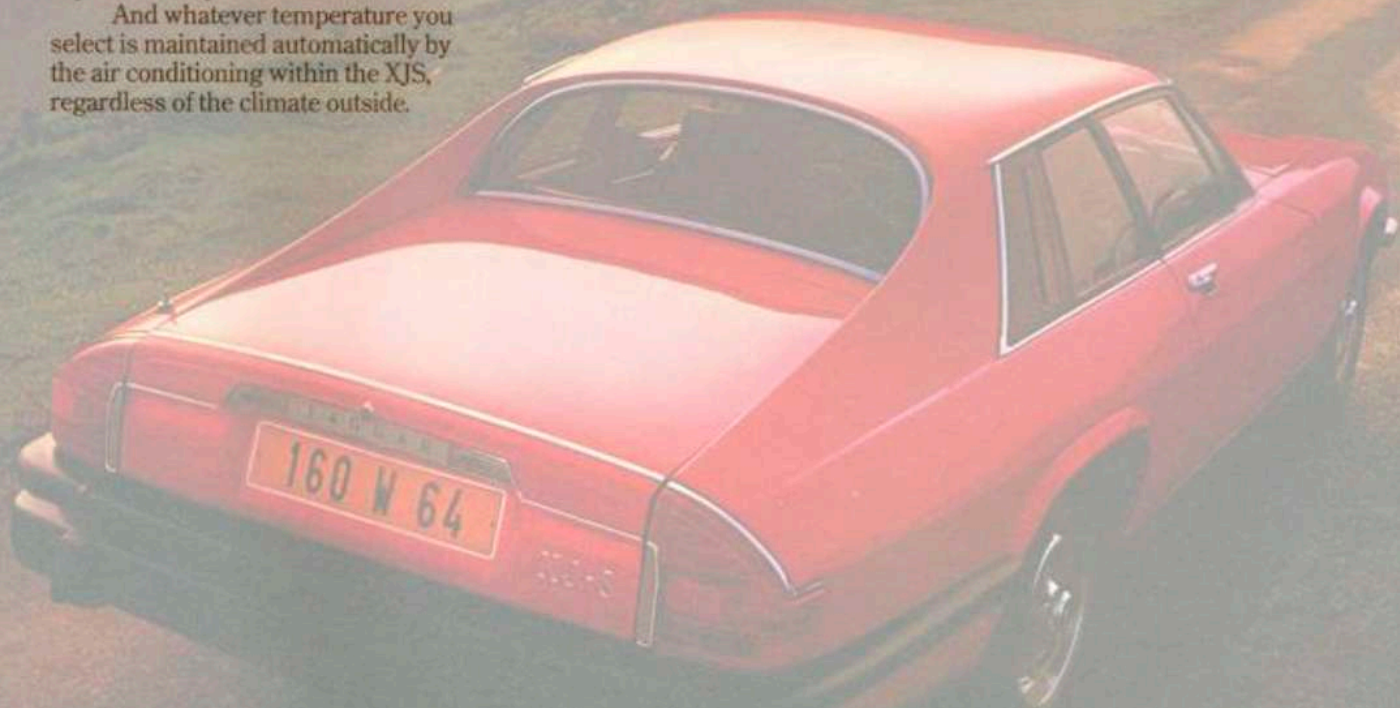
Electrically operated tinted windows, radio and heated rear window are standard.

Silence.

The XJS is demonstrably one of the world's quietest cars.

Sound and vibration are, to a large extent, engineered out of the Jaguar and road noise is reduced to a minimum by the unique suspension system.

Insulation and anti-vibration pads are used extensively throughout the interior.



Even the wiring through the bulkhead is designed to reduce the number of entries through which noise may pass.

Red Alert.

The impressive instrumentation of the XJS is contained in a single nacelle, clearly visible through the

steering wheel.

Instruments indicating fuel level, water temperature, oil pressure and battery condition are of a vertical, magnetic design for precise accuracy and reliability.

And no less than 18 mechanical and safety functions are monitored

through a bank of coloured lights.

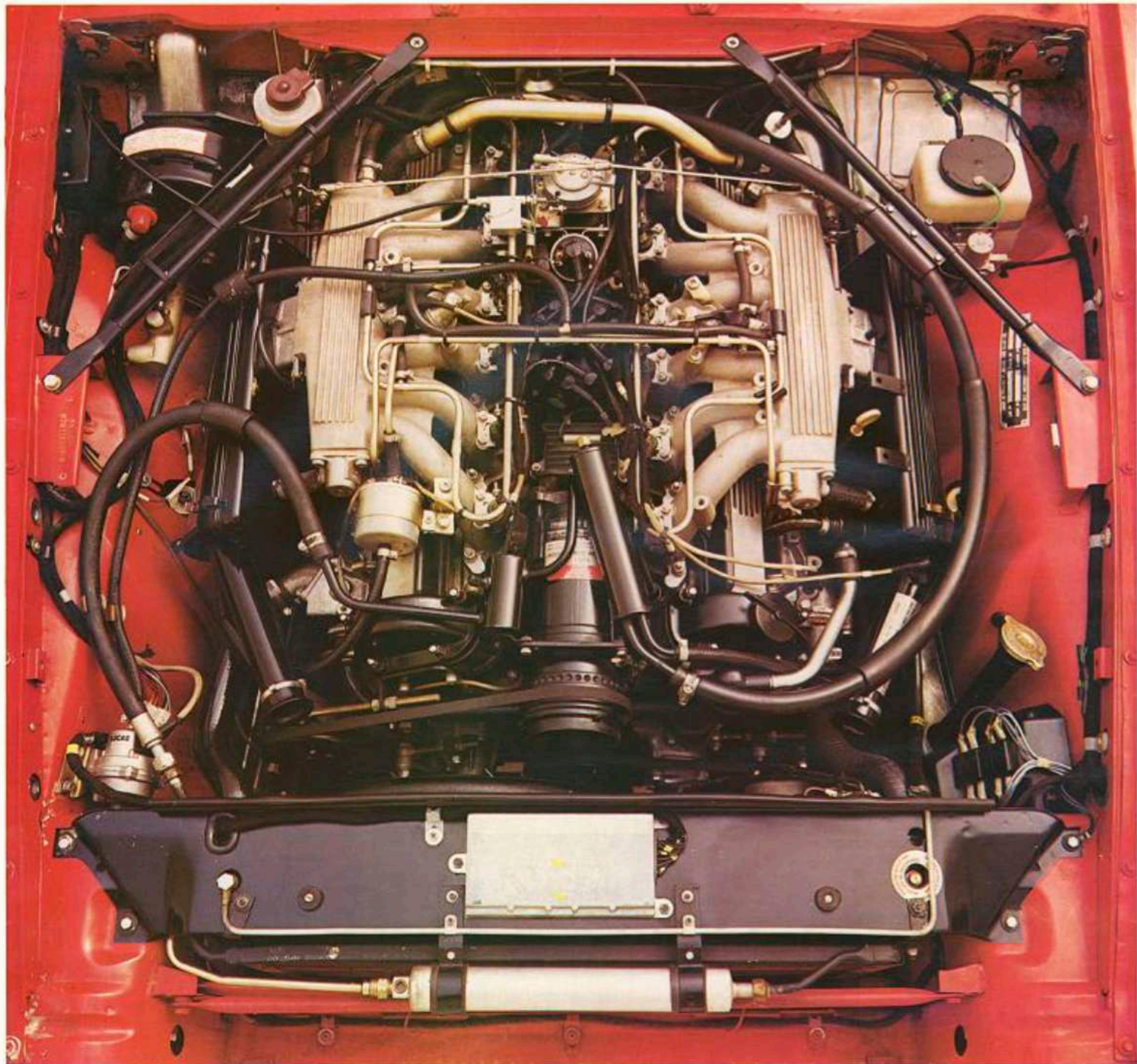
Red lights indicate major faults, such as brake failure. Amber lights denote secondary faults like brake bulb failure.

In case of failure, a large red or amber light appears, to alert you immediately.









The powerhouse of the XJS is the smooth Jaguar 5.3 litre V12 aluminium engine, with Lucas electronic fuel injection.

The extraordinary acceleration it produces is matched by very large, servo-assisted disc brakes at front and rear.

In just over 20 seconds, the XJS can accelerate from rest to 100 mph and then brake to a stop.

Every engine is individually bench tested before installation.

And so efficient is the fuel injection that you can expect economy approaching 18 mpg from 97 octane (4 star) petrol.

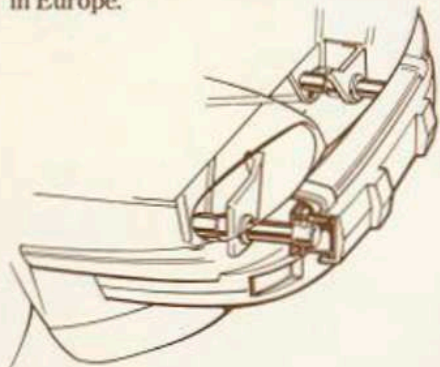
However, at 150 mph you may care to reflect that safety is a dominating feature of the taut XJS design.

The solid foundation of this safety is a steel Monocoque body shell which exceeds all current and anticipated safety regulations. Intrusion barriers are built into the very wide doors. These and other safety features are paramount.

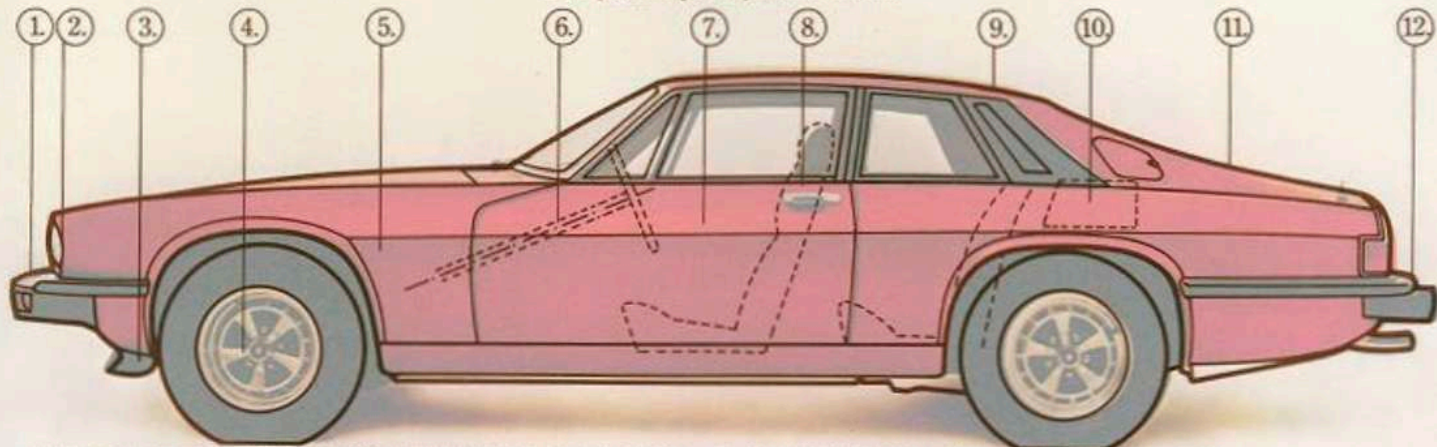
The boot is large, even by Jaguar standards. It is designed to meet rear impact requirements and accommodates as much luggage as XJ saloons.

The bumpers both front and rear are mounted on Menasco hydraulic struts, which absorb impacts of up to 5 mph without flinching.

They are the first of their kind in Europe.



1. Low-speed impact bumper.
2. Cibie biode quartz-halogen headlamps.
3. Air dam and undershield.
4. Exclusively styled light alloy wheels with low-profile, wide tread, water expellent tyres.
5. Jaguar's 5.3 litre V12 engine with electronic fuel injection.
6. Power assisted rack and pinion steering with energy absorbing column.
7. Wide doors with built-in side intrusion barriers.
8. Individual bucket seats front and rear.
9. All-steel monocoque body with forward opening bonnet.
10. Fuel tank located between rear seat and boot for maximum possible protection.
11. Deep and wide boot of 0.43m³ (15 cu. ft.) capacity.
12. Wrap-round rear bumper incorporating low-speed impact hydraulic struts.



PASSENGER CAR FUEL CONSUMPTION ORDER 1977—FUEL CONSUMPTION TESTS

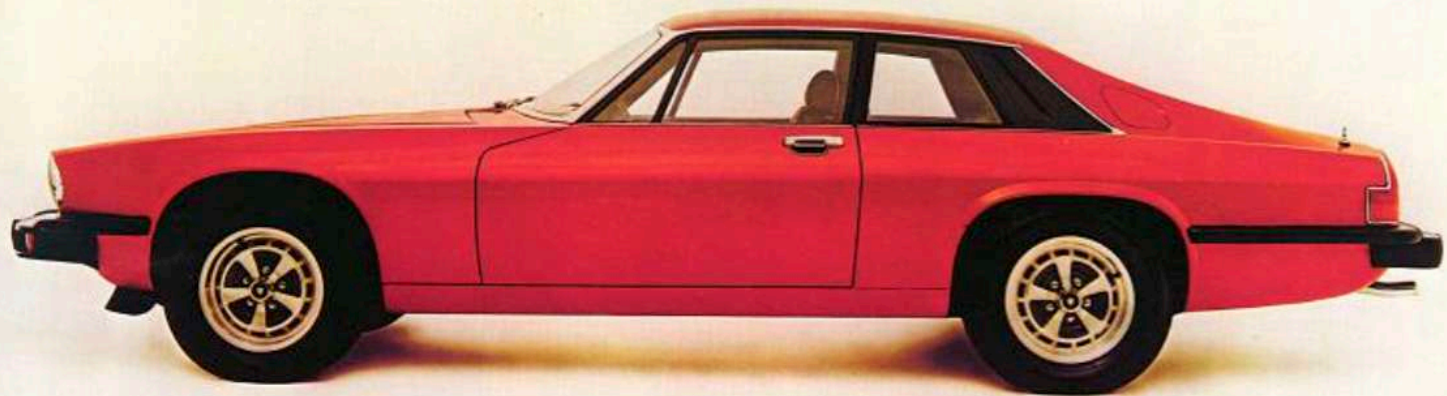
The results of the officially approved tests for these models in miles per gallon and litres per 100 kilometers are as follows:

Model	Urban Driving		Constant Speed 56 m.p.h. (90 km/h)		Constant Speed 75 m.p.h. (120 km/h)	
	m.p.g.	l/100 km	m.p.g.	l/100 km	m.p.g.	l/100 km
XJS Automatic	11.4	24.8	19.8	14.3	17.2	16.4
XJS Manual	10.8	26.2	21.4	13.2	18.2	15.5

Important Note

The results given here do not express or imply any guarantee of the fuel consumption of any particular car. Tests are not made on each car and there are inevitable differences between individual cars of the same model. Furthermore fuel consumption will be affected by particular modifications, by the driver's style and road and traffic conditions and by the extent to which a particular car has been driven and its standard of maintenance.

Information as to the result of officially approved tests on all cars tested is available for inspection by customers on any premises where these cars are displayed.



Jaguar XJS Specification

ENGINE

Type	Four stroke - petrol engine - water cooled	
No of cylinders	12 in 60° Vee	
Bore	90 mm	3.54 ins
Stroke	70 mm	2.76 ins
Capacity	5343 cc	326 cu ins
Piston area	763.2 cm ²	118 sq ins
Compression ratio	9.0:1	
Stroke/bore ratio	0.78:1	

PERFORMANCE

Power	285 DIN HP at 5800 rpm	
Torque	40.7 mkg	294 lbs/ft at 3500 rpm

CYLINDER BLOCK

Type	Open deck
Material	Aluminium alloy LM25
Pistons	Aluminium alloy solid skirt with combustion chamber in top.
Piston rings	Three - two compression and one multi-rail oil control.
Crankshaft	Three plane, seven main bearings. Tufftrided manganese molybdenum steel.

CYLINDER HEADS

Material	Aluminium alloy LM25 WP	
Camshafts	Two - one per bank	
Valve layout	Single overhead camshafts operating bucket type tappets.	
Valve lift	9.525 mm	0.375 ins
Tappets - type	Inverted bucket.	
Tappet clearance		
inlet	0.30 - 0.35 mm	0.012 - 0.014 ins
exhaust	0.30 - 0.35 mm	0.012 - 0.014 ins
Valve timing		
inlet	17° BTDC	59° ABDC
exhaust	59° BBDC	17° ATDC

SUMP

Type	Steel pressing with internal baffles.
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LUBRICATION

Type	Pressure.
Pump type	Internal and external gear with crescent type cut-off.
Normal running pressure	4.9 kg/sq cm 70 psi
Filter	Full flow paper element.

IGNITION

Type	Lucas Opus Mk II electronic.
Firing order	1a, 6b, 5a, 2b, 3a, 4b, 6a, 1b, 2a, 5b, 4a, 3b.
Distributor	Lucas magnetic impulse type.
Ignition timing	Stroboscopic 10 BTDC at 750 rpm
Spark plugs	Champion N10Y
Gap	0.625 mm 0.025 ins

INJECTION

Type	Lucas electronic manifold injection.
Enrichment	Automatic cold start injector.
Induction manifolds	Two 6-branch aluminium alloy.

FUEL SYSTEM

Type	Recirculating.
Pump	Lucas electric permanent magnet motor.
Fuel specification	97 octane - four star.

ELECTRICAL EQUIPMENT

Polarity	Negative.
Starter	Pre-engaged.
Alternator	Lucas 20 ACB
Alternator capacity	60 amps at 3500 engine rpm.
Horns	Twin Lucas self earthing.

COOLING SYSTEM

Type	Water pressurised. Impeller pump belt driven off crankshaft.
Pressure	1.056 kg/cm ² 15 psi
Radiator	Marston Superpak crossflow.
Thermostat	Two wax type opening at 82°C.
Fans	12 bladed steel fan with viscous coupling and thermostatically controlled electric 4 bladed fan.

EXHAUST

Layout	Four downpipes merge into two double skinned pipes. Two main and two rear silencers.
Evaporative loss	Engine anti-run-on valve. Vapour from the fuel tank is piped via a separator canister to a charcoal canister which is purged by manifold depression.

TRANSMISSION

Manual Gearbox	4-speed all synchromesh.	
Clutch	Single dry plate.	
Plate diameter	380 mm	10.5 ins
Automatic Gearbox	GM400	
Torque converter	2.4	
Ratios	Manual	Automatic
1st	3.238:1	2.48:1
2nd	1.905:1	1.48:1
3rd	1.389:1	1.00:1
4th	1.0:1	
Rev	3.428:1	2.08:1
Axle ratios	3.07:1	3.07:1
Overall ratios	Manual	Automatic
1st	9.94:1	7.61/18.27
2nd	5.85:1	4.54/10.90
3rd	4.26:1	3.07/7.37
4th	3.07:1	
Rev	10.51	6.41/12.82

BRAKES

Type	Disc brakes all round.
Layout	Dual circuit split front to rear with pressure differential warning actuator.

Servo	In line tandem vacuum servo.
Discs - front	Type Ventilated cast iron. Diameter 284 mm 11.18 ins
Discs - rear	Type Cast iron with damper ring in periphery. Diameter 263 mm 10.38 ins
Calipers - front	4 piston caliper
Calipers - rear	2 piston caliper
Friction materials	Discs - Ferodo 2430
Rubbed area - front	1624 cms ² 252 sq ins
- rear	956 cms ² 148 sq ins
- total	2580 cms ² 400 sq ins

SUSPENSION

Front layout	Fully independent semi trailing wishbones and coil springs. Anti-dive geometry. Girling Monitube dampers. Anti-roll bar.	
King pin inclination	1½° ± ¼°	
Castor angle	3½° ± ¼°	
Camber angle	Positive ½° ± ¼°	
Alignment	1.39 - 3.12 mm	¼° - 0.125 ins
Springs - free length	12 - 14 ins	
- rate	423 lb/ins	
Anti-roll bar diameter	222 mm	0.875 ins
Rear layout	Lower transverse wishbones with drive shafts acting as upper links. Radius arms. Twin coil spring and damper units. Girling Monitube dampers. Anti-roll bar.	
Camber angle	¾° negative ± ¼°	
Anti-roll bar diameter	14 mm	0.562 ins

WHEELS AND TYRES

Wheels - type	GKN Kent Alloy Light alloy wheels to Jaguar design.
Size	6JK rim. 38.1 cms (15 ins) diameter.
Tyres	Dunlop SP Super steel belted with block tread pattern.
Size	205/70 VR 15

STEERING

Type	Adwest power assisted rack and pinion with energy absorbing column.	
Wheel diameter	393.7 mm	15.5 ins
Turns lock to lock	3 turns	
Overall ratio	16:1 with an 8 tooth pinion.	
Pump	Saginaw rotary vane.	

BODY

Type	All steel monocoque construction. Two door four seater with forward opening bonnet and large boot.
Exterior features	Complete underbody protection. Driver's door mirror. Front air dam and undershield. Radio aerial. Flush fitting filler cap cover. Recessed door handles.
Bumpers	Wrap-around front and rear bumpers consisting of a steel armature mounted to Menasco struts and with a synthetic rubber cover. Designed to meet 5 mph impact tests.
Glass	Laminated windscreen with toughened side and rear windows. Tinted glass is standard. Electrically heated rear window.
Locks and keys	Doors are fitted with high anti-burst load locks with flush fitting interior and exterior handles. Electrically operated central door locks. Separate keys for ignition, doors and boot and glove locker. Bonnet release and locking lever below fascia.

INTERIOR

Seating	Two fully reclining front bucket seats with separate squab centre section. Head restraints. Two individual rear bucket seats.
Upholstery	Seat facings trimmed in leather. Sides, backs and door trims in expanded PVC. Nylon pile carpets for total floor area and lower door panels. Interior is trimmed throughout in flame retardant materials.
Seat belts	Inertia reel lap and diagonal. One handed operation locking buckles plug into quick release sockets.
Interior equipment	Radio/cassette player and door speakers. Dipping rear view mirror with break-away support. Padded sun visors recessed into roof panel. Black leather grained fascia and console. Combined door pulls and armrests. Individual ashtrays front and rear. Three interior and two map lights with switches and operated by door switches. Clock.

ELECTRICAL EQUIPMENT

Instruments	Instruments and warning lights set in fascia panel in a compact self-contained unit in front of the driver. Auxiliary instruments are 'air cored' indicators. Speedometer calibrated 0-160 mph with total and trip recorders. Tachometer 0-7500 rpm red line 6500 rpm Fuel level indicator. Water temperature indicator. Oil pressure indicator. Battery condition indicator. Instruments are illuminated by diffused green lighting.
Warning lights system	Dual system of warning lights with two 'attention getters' giving warning to stop immediately (red) or investigate when convenient (amber).
Indicators (2)	
Rear demist	Heated rear window on.
Main beam	Main headlamps on.
Fog	Fog lights on.
Volts	Indicates battery overcharge.
Major fault warning	Stop car and investigate.
Secondary fault warning	Investigate as soon as possible.
Ignition	Ignition on.

Fuel	Low fuel level.
Hazard	All indicators flashing.
Water	Low coolant - red 'attention getter.'
Brake failure	Low fluid or failure - red 'attention getter.'
Oil	Low oil pressure - red 'attention getter.'
Park	Handbrake on - amber 'attention getter.'
Park lamp	Failure of any sidelight - amber 'attention getter.'
Stop lamp	Failure of brake light bulb - amber 'attention getter.'
Controls and Switches	Facia mounted master switches on either side of the steering column for lighting and ignition. LH column control for two speed wipers, wash and single wipe. RH column control for headlamp flash, dip and full beam. Padded steering wheel boss acts as horn push. Push-push switches for hazard, heated rear window, interior and map lights. Two air conditioning controls in lower console for automatic control and temperature selection. Two rocker switches for electric windows and one for central door locking.

Lighting	
Headlamps	Two Cibie biodes with two quartz halogen filaments. All four operating on main beam.
Wattage	55/55 watts
Side lamps	Integral with headlamps. Indicator lamps housed in front bumper.
Rear lamps	Rear light cluster in rear quarter panels with wrap around lenses. Stop, tail, indicator and reflectors. Reverse lights housed in boot trim rail.
Air Conditioning	Combined heater and air conditioning unit mounted in fascia. Air blend system delivers air automatically to the required temperature to windscreen fascia and footwells. Multi directional outlets in outer ends of the fascia and central vent. Automatic and manual override fan control with four speeds. Through flow ventilation via rear quarter panel outlets.

DIMENSIONS

Overall length	4.87 m	191.72 ins
Overall height	1.26 m	49.65 ins
Overall width	1.79 m	70.60 ins
Wheelbase	2.59 m	102.00 ins
Front track	1.47 m	58.00 ins
Rear track	2.49 m	58.60 ins
Ground clearance	140 mm	5.50 ins

INTERIOR DIMENSIONS

Front headroom	914 mm	36.0 ins
Rear headroom	826 mm	32.5 ins
Maximum width - front	1422 mm	56.0 ins
Maximum width - rear	1346 mm	53.0 ins
Seat squab to brake pedal	521 - 362 mm	20.5 - 14.25 ins

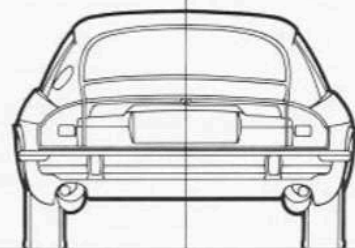
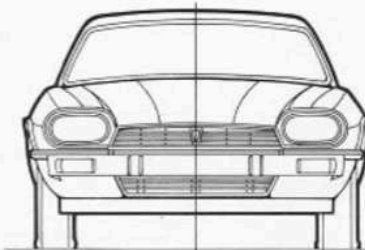
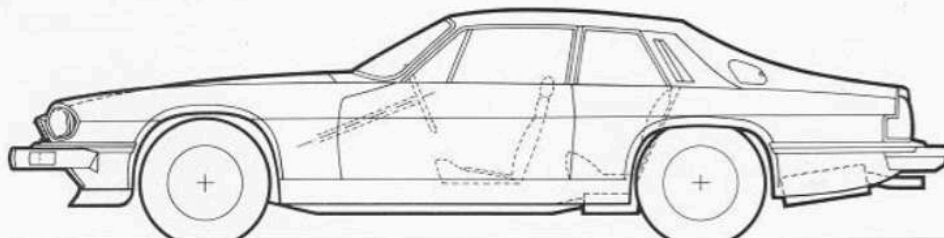
LUGGAGE COMPARTMENT

Maximum height	565 mm	22.25 ins
Maximum depth	572 mm	22.5 ins
Maximum width	991 mm	39.0 ins
Capacity	0.43 m ³	15 cu ft

WEIGHT

1687 kg	3710 lb
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(Weight includes automatic transmission, automatic air conditioning, energy absorbing bumpers, door side intrusion members, electric windows, central door locking, radio with electric aerial but less fuel).



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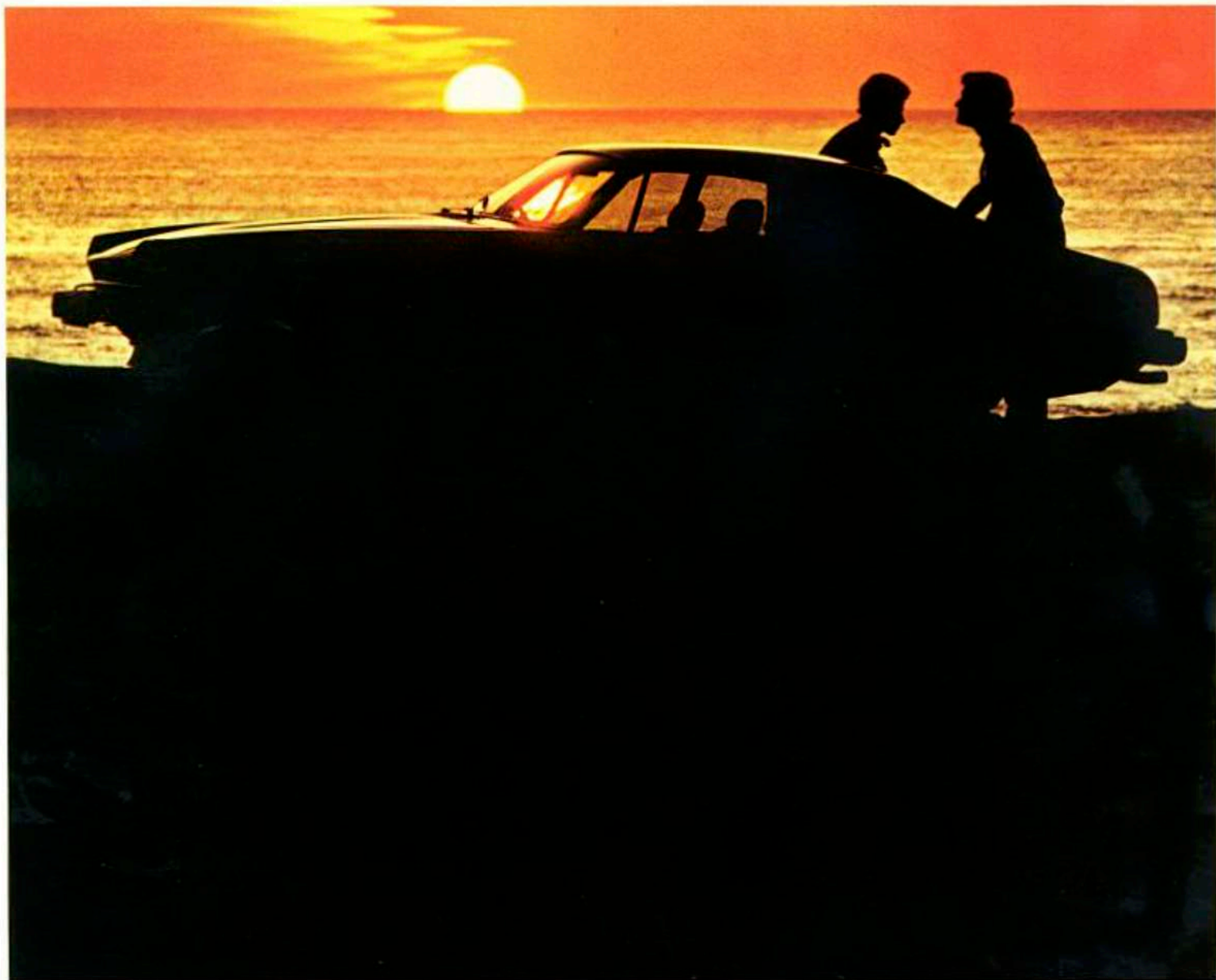
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